

Martell's Brandies

are known and asked for all over the World.

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
468

The China Mail.

ESTABLISHED 1845.

D. C. L. Old Tom Gin.

The most reliable Gin on this market.

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
468

No. 12,854.

號九月六年四零百九千一英

HONGKONG, THURSDAY, JUNE 9, 1904.

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PRICE, \$3.00 Per Month

TO SMOKERS.

DUTCH CIGARS.

HAVANA CIGARS

LA INDUSTRIAS, 80 per Box of 100.
PREDELECTAS, 815 per Box of 100.
Packed in Boxes of 50, \$7.50.
ANDALUZAS, 830 per Box of 100.
Packed in Boxes of 25, \$7.50.

MACGEWEN, FRICKEL & CO.,

3, DUDDELL STREET,
Hongkong, April 4, 1904. 2549

Wanted.

WANTED.

A DAILY GOVERNNESS, to Teach Two children. Apply by letter to Mrs DENISON, Eborac, York.
Hongkong, June 4, 1904. 1054

Intimations.

NOTICE.

JOE AND TAR.

THE HONGKONG & CHINA GAS COY. beg to notify the Public that Messrs KUNG HING & CO., 474, Des Voeux Road West, are the SOLE AGENTS for the Sale of the Company's Gas and that all Orders should be sent to said Agents direct.

GEORGE CURRY,
London, June 8, 1904. 1078

NOTICE.

THE INTEREST of the late Mr JACOB ARNHOLD in our Firm has ceased on 31st December, 1903. Mr HARRY ED. ARNHOLD has been admitted a PARTNER in our Firm on 1st January, 1904.
ARNHOLD, KARBURG & CO.
Hongkong, June 8, 1904. 1079

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

APLICATION has been made to the General Managers of this Company in issue to RUSSO-CHINESE BANK of Hongkong Duplicate Certificates of 200 Shares in the above Company or other Certificates in lieu thereof upon the Statement that the Original Certificates viz. —
No. 63 for 25 Shares.
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THE ADVENTURE OF A

English they be, and Japanese,
That hang on the Brown Bear's flank,
And some be Soot—but the worst of the
lot
And the boldest thieves be Yank.
—Kipling's Ballad.

—

The keen brown hawks of the American
Pacific are ready to pounce with two-fold
impudence this year on the seal and whale
preserves of the Russ on the Okhotsk and
the Japan seas, and even in the Gulf of
Tartary itself. For they who laugh each
year at Russia when she is free to move

There isn't much that is secret about these buccaneers of the twentieth century. They don't rush into print, but in the Asiatic ports—Yokohama, Nagasaki, Hakodate—men talk as a matter of course of 'the poaching fleet,' just as the folk in New Bedford and Gloucester speak of the fishing fleet.

Vladivostok ship," for governors are of the economical turn of mind to waste a swift and beautiful American schooner that way.

Vladivostok is full of captured American poachers; but they are busy working. The prizes taken by the Russ in the Russo-American warfare of the Siberian coast are bought and chartered by the Russian traders and fishermen.

The Russian sailors do not aim to sink a poacher who has sealkins on board, but because the officers get a share of the prize money accruing from the sale of the seized pelts, and from the charter price that the vessel brings in to Vladivostok. Consequently

The poachers know that as they know pretty nearly everything else about the chosen grounds, from the ways of the to the exact armament and speed of every Russ ship that patrols the Siberian coast.

wooden craft of New England and Oregon
and steel-clad warships from the Na-
yards; and if you will sit in the sail-
taverns of Yokohama and Nagasaki, you
hear of them, as told by the chief actors
When they are caught they go to the
known prisons of Sibiria.

lie up against another island of the mid cold seas and load on more of the seals. The seals are sacred to the White Bear and protected by tremendous international agreements. The Russians never can catch enough to eat to secure the rest. The boys of New England and Oregon sailor men tell you that they can sail around the world every time. And even when he takes shooting they rarely heave to; for there is a message on the Okhotsk sea, and runs that few Russian gunners can man a schooner that is manœuvred by American skipper.

Tough men are they, and they know each year as they swarm out to the hidden grounds that capture means a

So it is a very real war, with a big end for the poacher if his skills are lacking in a sudden emergency. There are figures that would make books of stirring stories when the sealers, hemmed in, resort to land and make a last run for it, willing,

that they use for seal.

There are engaged men on a cruiser—Vladivostok who have prayed steadily got hold of an especial one of the poacher and his ship; for they will not forgive him.

When that poacher and that cruiser met it was near Behring Island. The poacher lay under a riding sail of the last while all the crew were wading around among murdered seals, covered with blood as they skinned the carcasses in mad haste.

They had made a great killing—wonderful even for these "wonderful seal rooks." In the line of the horizon keen eyes sighted mast. "And smoke in those clouds meant a cruiser."

Some poacher might have cut out and run. But these poacher hung on, hustling the boats with bleeding pelts and flitting the aboard. Not till the Russian ship was plain in sight did they tumble about themselves and stand out for the open sea.

They had cut it a bit too fine. As the Russian cruiser came forth, both sides realized that the cruiser had read off its schooner in another mile; and as the booming sails were driving her, steam race to win against canvas in the sea race.

The cruiser, tearing along, threw a snare across the poacher's bow. At once the schooner came about and headed straight toward the warship. The latter stopped and waited, for naturally a schooner about the size of the seal thieves, so the themselves came.

Russian lay still waiting. Suddenly, with a hundred feet of the prow of the cruiser the schooner went about and was off again like the wind, running wing and wing.

The sudden manœuvre took the Russian by surprise. Before the astounded and infuriated officers could get under way again and acquire speed, the impudent schooner was far ahead.

Twice the Russian fired point blank shots as he went in pursuit, but the pathetic request remained unheeded. A third shot sent a solid steel projectile through the schooner's hull, but did no harm. A fourth and fifth shot went wide.

The Russian, eager to save the valuable prize, thus wasted a half-hour in fruitless attempts to capture the master of the ship, without damaging the hull and its ponderous weapons, the point of making head against the wind, and the schooner's plank on them. It headed them away.

then did away just enough to give the cruiser the advantage.

At the end of another quarter of an hour the cruiser and schooner were almost abreast.

At the moment when the Russians were rubbing their hands the American turned again, ran straight at the cruiser's side and rammed her.

Just in the nick of time the warship was swung enough to make his blow a glancing one. Otherwise the important attempt might have succeeded. As it was the deck of the schooner was filled in a moment with Russian sailors, and the schooner, made fast inopportunely to a tow rope, was being dragged southward along the Siberian coast.

That night the warship and her prize anchored in a little bay in the Gulf of Kamtschatka. Ten big, husky Russian sailors sat on guard over the Americans on the deck of the schooner. The cruiser, lined with sentries, lay at anchor within a few hundred feet and between the schooner and the exit from the cove.

The Americans, packed together in the cabin, could hear the songs and laughter of officers and crew on the cruiser celebrating their rich haul.

Next morning when the dawn came the men on the cruiser looked in vain for their prize. It had disappeared—prisoners, real prize and prize crew.

The cruiser rumbled out in all haste and searched the sea in vain. With helpless rage the ship was turned homeward at last, and some weeks afterward her officers had a fine time in Vladivostok trying to explain not merely what had become of the prize, but what had become of the ten good sailors of the crew.

It remains a mystery, for all their rage, until a few days later, when the Russian ships were sent to Nagasaki.

As she steamed in an American flag was run up upon a schooner lying in the chain of a crowd of lean, brown men lined up along the rail, and, led by the captain, went out three cheering cheers for the crew, and then three more for the cruiser, and then three more for the cruiser's captain, who glared from the bridge, crimson in the face.

It was the "captured" schooner, adding insult to injury.

Scarcely had the cruiser come to anchor when a sloop left the schooner's side and made for the cruiser. The grinning native boatmen delivered to the captain his ten men, with the compliments of the American powder.

The ten men were happy to be free. They were jammed full of good American whisky. It was not the first whisky that they had tasted. In the course of their examination the furious captain learned that they had been on board a Russian ship, and had fired rather better on the American schooner than they had ever fired in the Russian navy. They even seemed a bit homesick for the powder.

They reported that they had been sitting quietly on the deck that night in the cove when suddenly each of them got a terrible shock on the head, and before a man could cry out the whole ten were sagged and tied and thrown down into the hold on top of the skins. Then the schooner slipped out under her jip alone and stonily along the coast to another cove not more than a mile away. Here the captain hid his craft for two days, till the cruiser had steamed southward. Then he steered out boldly, went calmly back to the sailing grounds, filled his hold, and sailed to Nagasaki.

There he was just about landing the Russian "prize crew" when the cruiser came in, and it struck him at once that it would be a pleasant courtesy to word the men back to the ship with his regards.

That was the last straw that broke the Russian back. The Russian officers swore that they would get that schooner the moment she stuck her nose out of the harbor. They stayed and stayed, and so did the schooner.

After a week, however, an American cruiser came in, and when she went out the schooner sailed along under her beam, and it was observed that, although the cruiser could easily have outsailed the schooner, the two seemed to go at just about the same rate of speed. The Russian came slowly astern, wondering, but confident that before long the American powder would draw ahead, and then—Siberia.

But, strange to say, the American cruiser did not draw ahead of the schooner at all; and at last the Russian went back to Vladivostok and that is why a certain Russian cruiser's ward-room mess prays every night to meet a certain American powder just once more.—*Honolulu Advertiser*

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His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	H.P.	Captain.	Last reported at
Alceity	despatch-boat	1700	—	3000	Comdr. Richard M. Harbord	Shanghai
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney H. Fennell	Shanghai
Algerie	despatch-boat	1050	6	1400	Commander R. Nugent	Yangtze
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Nanking
Andromeda	cruiser, 1st class	11,000	16	—	Capt. R. N. Ommannoy	Whampoa
Bramble	gunboat, 1st class	710	6	1300	Lieut.-Com. O. M. Makins	Yangtze
Britannia	gunboat, 1st class	710	6	1300	Lieut.-Com. T. D. Pratt	Yangtze
Centurion	battleship, 1st class	10,750	14	13,000	Captain Fegan	Hongkong
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tuleor	Hongkong
Chorub	water tank and tug	590	—	900	—	Wooming
Clasp	cruiser, 2nd class	5500	11	9600	Captain Robert H. S. Stokes	Chinwanan
Edgely	cruiser, 2nd class	1070	10	1400	Comdr. Ernest Barton	Shanghai
Fame	torpedo boat destroyer	380	6	5700	—	Chinwanan
Farless	cruiser, 3rd class	1580	12	3500	Comdr. P. V. Lewis, D.S.O.	Chinwanan
Glory	battleship, 1st class	12,950	16	13,500	Captain Hon. Walter G. Stopford	Chinwanan
Hamly	torpedo boat destroyer	275	6	4900	—	Hongkong
Hart	torpedo boat destroyer	275	6	4900	—	Hongkong
Hummer	torpedo boat destroyer	280	6	3900	—	Hongkong
Janus	torpedo boat destroyer	280	6	3900	—	Hongkong
Kinsla	river gunboat	—	4	—	—	Shanghai
Leviathan	cruiser, 1st class	14,100	18	31,928	Lieut.-Comdr. A. Gregory	Shanghai
Lochen	river gunboat	150	2	900	Lt.-Comdr. O. P. Metcalfe	Yangtze
Ocean	cruiser, 1st class	12,950	16	13,500	Captain Francis G. Kirby	West River
Otter	torpedo boat destroyer	350	6	6500	Lt.-Comdr. F. B. Noble	Hongkong
Phenix	aloop	1015	6	1400	Commander John Nicholas	Hongkong
Ramler	surveying-vessel	835	6	650	Comdr. C. E. Moore	Shanghai
Rinaldo	aloop	980	10	1400	Com. D. St. A. Wake	Shanghai
Robur	river gunboat	85	2	240	Lt.-Com. R. E. Vaughan	Canton
Rosario	aloop	980	6	1400	Comdr. T. Jackson	Shanghai
Sandpiper	river gunboat	85	2	240	Lt.-Com. H. T. Atty	Singapore
Sirius	cruiser, 2nd class	3800	6	900	Capt. G. H. H. Moore	Shanghai
Snipe	river gunboat	85	2	240	Lt.-Comdr. Davidson	Hongkong
Spartanhawk	torpedo boat destroyer	355	6	6500	—	Hongkong
Taku	torpedo boat destroyer	250	6	6500	—	Singapore
Talbot	cruiser, 2nd class	5600	11	9600	Captain Lewis Bayly	Hongkong
Tamar	receiving ship	450	6	—	Commodore Dickson	Shanghai
Teal	river gunboat	180	2	900	Lt.-Comdr. E. V. Dugmore	Shanghai
Thetis	cruiser, 2nd class	3400	6	900	Capt. J. A. C. Wilkinson	Shanghai
Tweed	coast defence gunboat	985	8	800	Lieut.-Comdr. R. H. Keate	Shanghai
Vanguard	battleship, 1st class	12,950	16	13,500	Capt. Leslie Stuart, C.M.G.	Shanghai
Vesta	aloop	980	6	1400	Comdr. St. John Farquhar	Straits Division
Virago	torpedo boat destroyer	355	6	6500	—	Hongkong
Waterlily	surveying ship	620	—	430	Comdr. Ernest C. Hardy	Shanghai
Whiting	torpedo boat destroyer	360	6	5900	In Reserve	Shanghai
Woodcock	river gunboat	150	2	500	Lieut.-Com. O. W. Wrightson	Chinking
Woodlark	river gunboat	150	2	500	—	Chinking

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7500	Capt. Friedrich Grinzenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	28	8000	Captain Mirte	Ohdoou
Achéron	French armoured gunboat	1796	—	—	Comdr. Laferrière	Saigon
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Saigon
Argus	French gunboat	—	—	—	Lieut. Crespin	Canton
Aspic	French gunboat	475	3	450	Lieut. Journe	Saigon
Avallanche	French gunboat	—	—	—	—	Haiphong
Bengali	French gunboat	580	—	—	—	Tourane
Bogusau	French cruiser	3740	29	9000	Capt. Lefèvre	Saigon
Casse-tête	French gunboat	—	—	—	—	Haiphong
*Othello	French cruiser	6018	18	—	Captain V. Poldone	Baie d'Along
Comète	French gunboat	525	—	—	Commodore Louet	Haiphong
Decidie	French gunboat	680	—	—	Commodore Guisell	Saigon
D'Assas	French cruiser	4000	31	9800	—	Saigon
Estoc	French gunboat	—	—	—	—	Haiphong
Gravelin	French cruiser	—	—	—	—	Saigon
Henri Rivière	French gunboat	—	—	—	—	Haiphong
Koréant	French gunboat	1250	6	2500	Commodore Le Gollieu	Chemulpo
*Montalm	French gunboat	9700	12	18,000	Captain Oros	Saigon
Oly	French gunboat	—	—	—	Capt. Hourat	Saigon
Pascal	French cruiser	4016	27	8500	Comdr. Senne	Shanghai
Redoutable	French cruiser	9437	6	6071	Hongay	Saigon
Sey	French cruiser	1796	10	—	Capt. Vincent	Saigon
Sully	French cruiser	—	—	—	—	Hongay
Surprise	French gunboat	629	2	900	—	Saigon
Takiang	French gunboat	—	—	—	—	Yangtze
Takou	French destroyer	—	—	—	Lieut. Gaillard	Saigon
Vauban	French cruiser	—	—	—	Captain Blondel	Saigon
Vigilante	French gunboat	—	—	—	Lieut. Carol	Canton
Bussard	German cruiser	1857	15	8900	Comdr. Huss	sailed for South Africa
Fürst Bismarck	German flagship	11,000	36	14,000	Captain Frowe	Tientsin
Geier	German cruiser	1776	15	8900	Comdr. von Studnitz	Tientsin
Hansa	German cruiser	6280	34	10,000	Capt. Schroeder	Tientsin
Horch	German cruiser	6500	37	10,000	Capt. Baron Schimmelmann	Tientsin
Ilia	German gunboat	1000	10	1300	Comdr. Baron von M. Hüllessem	Tientsin
Jaguar	German gunboat	1000	10	1300	Comdr. Wilbrandt	Tientsin
Luchs	German gunboat	1000	10	1344	Comdr. Kromke	Tientsin
Möwe	German gunboat	1009	8	875	Comdr. von Grumbkow	New Guinea
Scorcher	German cruiser	1840	15	2800	Comdr. Persius	Tientsin
Thetis	German cruiser	2680	24	8900	Captain Voit	Tientsin
Tiger	German gunboat	900	10	1300	Comdr. Deimling	Hongkong
Vorwärts	German gunboat	—	2	500	Lieut. Scharf	Yangtze-River
Elba	Italian cruiser	3300	10	7471	Captain Borea	Chemulpo
Marco Polo	Italian cruiser	3300	—	—	Captain Probitero	Amoy
Vettor Pisani	Italian cruiser	3300	18	13,000	Capt. Cail	Amoy
Adamastor	Portuguese cruiser	1950	14	4000	Captain d'Antas Ribeiro	Macao
Dia	Portuguese gunboat	720	—	—	Captain Diogo de Sa	Macao
Vasco de Gama	Portuguese cruiser	3030	—	—	Capt. Manuel Vasco de Carvalho	Shanghai
Alouet	Russian gunboat	810	6	730	Comdr. Grunier	Vladivostok
Amar	Russian cruiser	2600	5	4000	Comdr. Gamschickoff	Port Arthur
Askold	Russian cruiser	6000	27	—	Capt. Reitschstein	Port Arthur
Bayan	Russian cruiser	7800	10	16,500	—	Port Arthur
Bayarin	Russian cruiser	5200	6	—	—	Sunk
Bobro	Russian gunboat	1350	8	1150	Comdr. Erjckovitch	Port Arthur
Bogoyt	Russian cruiser	8640	12	—	—	Port Arthur
Diana	Russian cruiser	3731	6	—	—	Port Arthur
Djigbit	Russian gunboat	1456	3	1700	Capt. Nasarovsky	Port Arthur
Gaidamak	Russian gunboat	500	9	3500	Comdr. Yourloff	Port Arthur
Jermiasch	Russian gunboat	1480	8	3000	Comdr. Zagorauky	Port Arthur
Krombol	Russian cruiser	13,364	44	14,500	Captain Jessen	Vladivostok
Guilak	Russian gunboat	1000	6	1000	Comdr. Shumof	—
Korotz	Russian gunboat	1213	7	1500	Comdr. Novakowsky	—
Manchou	Russian gunboat	1224	7	1400	Commodore Crowe	Sunk
Narvinsk	Russian battleship	10,206	12	9000	—	Shanghai
Novik	Russian cruiser	3000	6	17,000	—	Port Arthur
Otravay	Russian gunboat	1490	6	3000	Comdr. Vasiloff	Port Arthur
Pallada	Russian cruiser	8731	12	—	—	Port Arthur
Peresiet	Russian battleship	19,474	15	14,500	Captain Koroleff	Ashore (?)
Petrovsk	Russian battleship	13,980	16	10,800	Capt. Jakovlev	Sunk
Pobeda	Russian battleship	17,874	15	14,500	Capt. Zaslavsky	Damaged
Pollara	Russian battleship	19,980	16	10,800	Captain Oseroff	Port Arthur
Rashynsky	Russian cruiser	1334	10	1788	Comdr. Elyen	Port Arthur
Retvian	Russian battleship	12,902	16	10,000	—	Ashore (?)
Rosita	Russian protected cruiser	12,200	68	17,000	Captain Seppelrenhoff	Vladivostok
Rurik	Russian protected cruiser	10,822	28	12,250	Capt. Matsevich	Vladivostok
Savostopol	Russian battleship	19,980	16	10,800	Captain Serbskinnoff	Port Arthur
Sitash	Russian gunboat	930	2	1385	Comdr. Novakowsky	Port Arthur
Sivostich	Russian gunboat	1050	8	1180	Comdr. Glintse	Shanghai
Sivostich	Russian battleship	12,900	36	12,300	—	Ashore (?)
Varyag	Russian cruiser	5670	27	20,000	Capt. Bahr	Port Arthur
Vasili	Russian gunboat	500	9	3300	Comdr. Zagorauky-Klase	Port Arthur
Zahlyak	Russian cruiser	1230	15	1194	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	3600	—	—	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1000	6	1287	Capt. Rehrer	Shanghai
Bathol	U. S. cruiser	4098	14	3600	—	Shanghai
Calho	U. S. cruiser	826	—	—	Lieut. M. L. Miller	Hongkong
Chinmatt	U. S. gunboat	3213	—	—	Capt. H. E. Mason	Shanghai
Elcano	U. S. gunboat	840	—	—	Lt.-Comdr. J. Hood	Shanghai
Holms	U. S. gunboat	1399	8	1808	Comdr. Stanton	Hongkong
Holmes	U. S. monitor	8890	6	3040	Captain Mahan	Shanghai
Monberry	U. S. monitor	4084	4	5344	Comdr. W. H. Beahm	Shanghai
New Orleans	U. S. cruiser	3437	30	—	Commodore Spencer	Hongkong
Oregon	U. S. cruiser	10,338	45	—	Captain Burwell	Chfoo
Rainbow	U. S. cruiser	4000	—	—	Capt. J. B. Collins	Hongkong
Raleigh	U. S. cruiser	3213	—	—	Captain Nasaro	Manila
San Francisco	U. S. cruiser	4098	27	9915	Captain Verry	Manila
Vinciburg	U. S. cruiser	1000	13	1115	Commodore Marshall	Shanghai
Villablos	U. S. gunboat	420	—	—	Lieut. L. C. Boletoles	Shanghai
Wilmington	U. S. gunboat	1397	8	1394	Commodore A. W. Dodd	Shanghai
	U. S. flagship	12,000	—	—	Captain Oliver	Hongkong

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Printed Forms.CLEAN & COOL
WORKROOMS.ELEGANT
FITTING,
WAITING,AND
CLOAK ROOMS.Wm. POWELL, Ltd.,
ALEXANDRA
BUILDINGS,
DES VŒUX ROAD.

TELEPHONE No. 135.

THREE PLACED WHISKIES:

1st—KING EDWARD VII.

VERY OLD LIQUEUR

Gold Label ... \$22.00

2nd—KING EDWARD VII.

LIQUEUR

White Label ... \$16.50

A Good 3rd—

'CLUB' \$15.00

A Whisky that is perfect with 'TAN-SAN' Water.

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Amusements.

9 p.m.—Performance at City Hall.

General Memoranda.

SATURDAY, June 11—

2.30 p.m.—Auction of Household Furni-

ture, etc., at Mr. Geo. F. Lammer's

Sales Rooms.

MONDAY, June 13—

4 p.m.—Meeting of Pun-ming Mining Co.,

Ltd., at Co.'s Office.

Goods per Glenfarg not cleared on this

date subject to rent.

TUESDAY, June 14—

Goods per Alasia undelivered after this

date subject to rent.

Goods per Bepilist undelivered after this

date subject to rent.

WEDNESDAY, June 15—

11 a.m.—Meeting of A. S. Watson &

Co., Ltd., at the Company's Office.

'THE REVENUE OF CHINA.'

A SERIES OF ARTICLES,

Reprinted from 'The China Mail.'

WITH AN APPENDIX.

To be had at the OFFICE OF THIS PAPER.

Messrs. KELLY & WATSON, Ltd.,

And Messrs. W. BARNES & Co.,

Printers, 50, Queen's Road.

A. S. WATSON & CO.,

LIMITED.

NOTICE OF REMOVAL.

THE BUSINESS OF THE

Hongkong Dispensary

IS NOW BEING CARRIED ON

IN

Alexandra

Buildings,

Des Vœux Road.

The HOURS of BUSINESS of the

HONGKONG DISPENSARY in its New

Premises are as follows:—

WEEK DAYS 8.30 A.M. to 6 P.M.

SATURDAYS 8.30 A.M. to 2 P.M.

SUNDAYS 10 A.M. to 1 P.M.

An Assistant will be on duty at all times

to Dispense prescriptions.

A. S. WATSON & Co., Limited.

May 31, 1904.

MARRIAGE.
On the 5th May, at St. Andrew's
Church, Stoke-in-Tenhead, Devon, by
the Rector, the Rev. E. Stevenson, NATH-
ANIEL JOSEPH EWE, of Oakhurst, Netley
Abbey, and lately of Hongkong, to LAURA
ANNE, elder daughter of the late John
Fenwick Ede, of Kersal, Manchester.DEATHS.
At Devonport, on May 6th, EDITH, aged
10 years, daughter of C. W. TUCKWELL,
Hongkong.On the 28th May, at Kuling, CHARLES
WILLIAM GORDON, of Hankow, aged 64
years.

The publication of this issue commenced

at 5.30 p.m.

The China Mail.

HONGKONG, THURSDAY, JUNE 8, 1904.

EDITORIAL COMMENT.

Wherever civilization

A QUESTION of pitches its tents in this

SMOKE world there arises a set

of ills which no old

community ever seems to be without,

and which no new community appears

to be able to avoid. Sanitation, not-

withstanding its marvellous advance-

ment, fails to secure immunity from

the pestilence which thrive in long-

established cities, and science, rapid as

has been its development, is seemingly

useless in dispelling the nuisances and

the evils which have irritated our fore-

fathers and which drove their fore-

fathers to distraction years before.

One of the longest standing grievances

that modern municipalities have had is

that of smoke. How to harness the

swelling columns of brown and black

and murky-looking fumes which well

from towering stacks and spread a

gloom over every city in the world

is a problem which many able minds

have set about to solve, but which

none have yet accomplished. In

Hongkong the nuisance is as acute

as in most other places its size, and

very soon, when the new naval docks

are completed, it will assuredly be

worse. From morn till night furnaces

there will create smoke which will hang

about the city like a pall, which will

choke up its thoroughfares, and render

black every decent building near at

hand, unless something is done to check

it. So far the stacks have not been

erected, and before they are put up it

would be well for those concerned to

endeavour to hit upon a device to mini-

mize the evil. There are many on the

market—if there are no satisfactory

total consumers—and those should be

tried. One man of late has declared

that he has produced a cure for the worst

of smoking stacks, and since there

might be something in it we repeat it

for the benefit of those who already

have troublesome chimneys and those

who are about to erect them. The man

is a Hungarian, and he guarantees an

absolute cure by the employment of

porous plates or bricks containing lime

and fuel of different degrees of com-

bustibility, arranged behind or between

portions of the fuel in a furnace. These

serve as "de-augmenting" or purifying

filters for the furnace gases. A suitable

combination of materials is 10 to 15

parts of sawdust, 30 to 35 parts of coke

or anthracite, 20 to 25 parts of cooking

fuel, and 30 to 35 parts of brown coal

and peat, mixed with 6 to 20 parts

of caustic lime, tempered with an

amount of water equal to the weight

of the combustible materials

taken together.

A Breakdown.

Messrs Dodwell and Company advise

that the Company's steamer *Pleiades* ar-

rived in Hongkong on the 6th inst. with

her tail shaft broken. In consequence of

this accident the steamer is at present un-

able to proceed on her journey, and the

cargo booked for her will be shipped by the

Hylon.

A Russian Demand.

The Russian Commissariat officials at

Moukden, according to a recent dispatch

from that city, think the other day to

compel the Chinese authorities there to

consent to furnish daily for the use of the

LOCAL AND GENERAL.

Motor Omnibuses.

The Marble Arch to Kilburn motor

buses are being placed on the road by the

London Power Omnibus Company, and

will number eight, all built by the firm of

Stillings. Petrol is the power employed.

Each bus carries fourteen passengers, all

inside, and the windows are removable to

give proper ventilation in hot weather.

The service has its garage ('motor-house') in

the turn enclosed by the Automobile

Club) at Salisbury Road, Kilburn.

The Wedding Ring.

The habit of wearing the wedding ring

on the third finger is said to have arisen

from the practice of putting it first on the

thumb 'in the name of the Father,' on the

first finger 'in the name of the Son,' on the

second 'in the name of the Holy

Ghost,' and on the third to 'Amen.' It is

somewhat curious, however, that Malays

also place a ring on the third finger, which

they call 'jari manis—the sweet finger.'

Band at King Edward Hotel.

By kind permission of Lt.-Col. Ire-

monger and Officers, the Band of the 33rd

Borneo Infantry will play the following

programme of music at the above Hotel,

during dinner, on Friday, the 10th June,

(weather permitting):—

March.....'The Washington Post'.....

Overture.....'Des Koenig's Lieut-'

enant'.....'Emil Titi'

Selection.....'Flower'.....'Leslie Stuart'

Securde.....'Love in Idleness'.....'Macbeth'

Selection.....'The Belle of New'

York'.....'Kerker'

Valse.....'Bleue'.....'Margie'

Tarentelle.....'The Original Napoli-'

tain'.....'Julien'

A Smuggling Dodge.

An attempt to smuggle jewellery has

been frustrated by the Customs inspector

at New York. Some dutiable jewellery

had been sent through the post from

Germany to Denver, Colorado, it being

concealed in a huge book, whose leaves

had been cut out in the middle. It was

carefully packed in paper, with the ends

of the leaves showing, but the Customs offi-

cials at once unwrapped it and began a

desultory examination. In the back of the

book, in a little nest made by cutting a

hole through a number of leaves, they

found a turquoise ring and two pins set

with diamonds. The value of the entire

lot was probably not more than £110 or

£120.

Something Like an Appeal.

A native priest, in black robes, with

beads and shaven pate, called at the N.-C.

Daily News Office recently and presented a

petition headed as follows:—A supplica-

tion for contributions to aid in repairing

an ancient temple at Pootoo.—We have al-

ways heard and also learn from the books

of Ancient and Modern times that those

who dedicate themselves in this world with

the laudable desire of accumulating for

themselves good and worthy deeds; who

teach their children and household the

virtues of patriotism and filial piety; help-

ing and aiding orphans and the poverty

stricken; repairing and building bridges

and roads and paths; to the sons and to

descendants of such good men heaven never

fails to grant blessings and prosperity. For

in truth good deeds will always move High

Heaven so that unlimited blessings must be

the lot of such.

An Ex-Boxer General.

The native Peking correspondent of

the N.-C. Daily News says:—The notorious

Boxer partisan, the ex-General Tung Fu-

hsing, has been residing in the capital for

nearly twenty-two months without his

presence being known to the man in the

street. Although in a few officers connect-

ed with the Six Boards there has been a

sort of lurking suspicion that the notorious

ex-Boxer General is by no means so dead

as has been reported at least twice during

the past three years, so closely has the

LOCAL AND GENERAL.

Notes by the Way.

The English Football team for Aus-

tralia will not play at Ceylon on the way

out.

The metric system has been introduced

into New Zealand and sanctioned by

Parliament.

The Sasebo Prize Court has finally con-

fiscated the *Mukden*, *Manchuria*, *Argun*,
and *Roska*.

Lieut.-Col. A. J. Farquharson has

resigned his position as officer commanding

the Ceylon Planters' Rifle Corps.

The Naval authorities at St. Petersburg

deny that the *Petrovsk* had a sum of

£2,400,000 on board when she was sunk.

A telegram from London, dated May

20, states that the London County Cricket

Club has defeated Derbyshire by an in-

nings and 31 runs.

It was believed that the injury done to

the Russian battleship *Orel* in the *Neva*

was caused by the explosion of a bomb

under her stern.

The Hamburg-America Line has arranged

to build a bigger ship than any English

line has or contemplates. She is to be a

35,000-ton vessel, 715 feet long.

The American Homing Co. of Chicago

and Indianapolis, has presented 30,000

pounds of hominy to the Japanese Army

and Navy, and 5,000 pounds to the Japa-

nese Red Cross Society.

The world's consumption of emery is

25,000 tons annually, of which Asia Minor

supplies some 18,000 tons, valued at

£53,000; Canada, 388 tons, valued at

£10,914; and Naxos, 5,328 tons, valued at

£26,830.

The annual yield of tortoiseshell in

the United States has a value of about

£2,400, but the West Indies, South

America, Africa, East Indies, Pacific Is-

lands, etc., supply altogether probably

£100,000 worth each year.

A new use for radium is reported.

Somebody has tasted a small fraction of a

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
YAMA, Via SHANGHAI, MOJI & KOBÉ (passing through the SARDINIA SEA).	C. C. TALBOT, R.N.R.	About 10th June.	Freight and Passage.
SHANGHAI.	Bengal G. PHILLIPS	About 10th June.	Freight and Passage.
LONDON, &c.	Coromandel C. N. MONTGOMERY, R.N.R.	Noon, 18th June.	See Special Advertisement.

For further Particulars, apply to
E. A. HEWITT, Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, June 8, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, THAMES, GENOA, PORTS in the MEDITERRANEAN, BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUNBOT TO ALTERNATION.FOR HAVRE, BREMEN AND HAMBURG.
CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. "Fregata," Capt. FROCK, 14th June, 1904. Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. "Bismarck," Capt. DREYER, 29th June, 1904. Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.

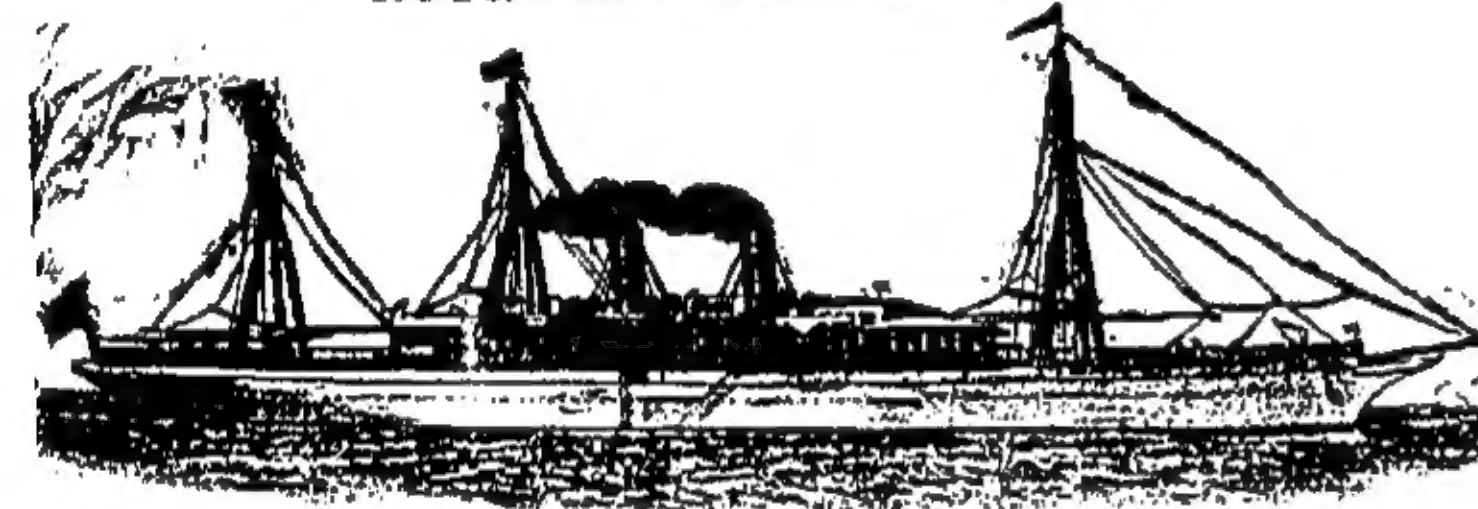
S.S. "Nürnberg," Capt. VON, 6th July, 1904. Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. "Potsdam," Capt. VON, 26th July, 1904. Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. "Bismarck," Capt. DREYER, 10th August, 1904. Freight.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Sailing at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—FUNCTIONALITY.
Express Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 18 knots.
Savings 5 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)
R.M.S. EMPRESS OF INDIA 6000 Tons..... WEDNESDAY, June 22, 1904.
R.M.S. EMPRESS OF JAPAN 6000 Tons..... WEDNESDAY, July 13.
R.M.S. ATHENIAN 3882 Tons..... WEDNESDAY, July 20.
R.M.S. EMPRESS OF CHINA 6000 Tons..... WEDNESDAY, Aug. 3.
R.M.S. TARTAR 4425 Tons..... WEDNESDAY, Aug. 10.

Hongkong to London, 1st Class via St. Lawrence £60. via New York £62.
and 1st Class Rail £40. " " £42.
THE magnificent "EMPEROR" STEAMSHIPS passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B. C.) in 12 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
For further information, Maps, Guides, Books, Rates of Freight and Passage,
apply to
D. W. CRADDOCK, Acting General Agent,
Pedder Street,
Hongkong, June 1, 1904.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON,
MOJI, KOBÉ & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
ARAGONIA	5198	SCHULDT	June 14, 1904.
NIOMEDIA	4370	WAGNER	July 14, 1904.
ARABIA	4483	BARLE	August 14, 1904.
NUMANTIA	4370		Sept. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, June 4, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUL, Via SWATOW AND AMOY.	M. STUVE, Capt. T. BRUNT.	SUNDAY, 12th June, at 10 a.m.
ANPING, Via SWATOW AND AMOY.	TRITON, Capt. H. KEMP.	WEDNESDAY, June 15, at 10 a.m.
TAMUL, Via SWATOW AND AMOY.	FRITZJOFF, Capt. H. A. HALLBERG.	SUNDAY, 19th June, at 10 a.m.
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH, Capt. A. HARRIS.	WEDNESDAY, June 22, at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers
have been requisitioned for Transport Service, and the above-named chartered
Steamers have been secured instead for maintenance of the Company's Coastal Service.
As soon as the state of Affairs permit the Company will resume running with its special
designed new Steamers.
For Freight, Passage and further information, apply at the Co's local Branch
Office, at No. 3, Des Voeux Road Central.
T. ARIMA, Manager.
Hongkong, June 9, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	KINTUCK	12th June.
GLASGOW AND LIVERPOOL	KEMUN	26th June.
GLASGOW AND LIVERPOOL	MOYUNE	1st July.
GLASGOW AND LIVERPOOL	CAWVA	14th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & LIVERPOOL.	AGAMEMNON	15th June.
CEBU AND ANTWERP	YANGTSE	21st June.
LONDON & ANTWERP	KINTUCK	5th July.
* GENOA, MARSEILLES & LIVERPOOL.	KEMUN	19th July.
LONDON & ANTWERP	MOYUNE	26th Aug.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and STENOR.		10th June.
all PACIFIC COAST PORTS, via		
N'KI, KOBÉ & YOKOHAMA.	UNFA	17th July.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 9, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	TAIWAN	10th June.
CEBU AND HIOLO	SHANGHAI	10th June.
SHANGHAI	CHANGHONG	11th June.
SHANGHAI	TAKING	16th June.
KOBÉ	CHANGHONG	16th June.
SWATOW, CEEFOO AND TIENTSIN	KANSU	20th June.
PORT DARWIN, THURS.		
DAY ISLAND, COOKTOWN.	CHINGTU	5th July.
CARRIS, TOWNSVILLE, BRISBANE,		
SYDNEY AND MELB URNE		

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table.
A daily qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 9, 1904.

IMPERIAL GERMAN MAIL LINE

NORDEUTSCHER LLOYD.—BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID

HAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND OTHER AMERICAN PORTS.

STEAMERS WILL CALL AT ANTWERP AND SOUTHAMPTON TO LAND
PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamer.	Sailing Dates.
ZIEFEN	WEDNESDAY, 22nd June.
SEIDLITZ	WEDNESDAY, 6th July.
ROON	WEDNESDAY, 20th July.
PRINZ REGENT LUITPOLD	WEDNESDAY, 3rd Aug.
PREUSSEN	WEDNESDAY, 17th Aug.
PRINZ HEINRICH	WEDNESDAY, 31st Aug.
GREISENAU	WEDNESDAY, 14th Sept.
BAYERN	WEDNESDAY, 28th Sept.
SACHSEN	WEDNESDAY, 12th Oct.
ZIEFEN	WEDNESDAY, 26th Oct.

ON WEDNESDAY, the 22nd day of June, 1904, at Noon, the Steamship
ZIEFEN, Captain WILHELM, with MAILES, PASSENGERS, SPROUT,
and CARGO, will leave this Port as above, Calling at Narva and Oresund.
Shipping Orders will be granted till Noon, on Monday, the 21st June, Cargo
and Specie will be received on Board until 5 p.m., on Tuesday, the 21st June,
and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 21st
June.

Contents of Packages are required. No Parcel Receipts to be signed for less than
£2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to
Melchers & Co., Agents.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA

VIA
MOJI, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captains.	To Sail.
TREMONT	3606	T. W. Garlick	June 28.
LYRA	4117	G. V. Williams	Aug. 4.
SHAWMUT	3606	W. M. Smith	September 1.
TREMONT	3606	T. W. Garlick	October 1.

FOR MANILA.

The largest, steepest, and most comfortable steamers for Manila.
S.S. TREMONT 3606 tons Capt. T. W. Garlick About 13th June.
S.S. SHAWMUT 3606 tons Capt. W. M. Smith About 12th August.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to

Dodwell & Co., Limited,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, June 4, 1904.

Shipping.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steam-
ers between Hongkong and Manila.—Saloon and Stowage
—Electric Light—First-Class Cabin—Surgeon and
Stewardesses carried.—All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila Direct	June 11, at 10 a.m.
ZAFIRO	2540	A. Fraser	Manila Direct	June 18, at 10 a.m.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, June 6, 1904.

JAVA-CHINA-JAPAN LIJN.
REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS.	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJANAS	JAVA PORTS AND MACASSAR	First half of June.	JAPAN, via SHANGHAI.	First half of June.
TIJATJAP	JAPAN.	First half of June.	JAVA, via SINGAPORE.	First half of June.
TIJMAHI	JAPAN.	Second half of June.	JAVA, via SINGAPORE.	Second half of June.

The steamers are all fitted throughout with Electric Light, and have accom-
modation for a limited number of saloon passengers, and will take cargo to all Ports
in Netherlands, India on through bills.
For particulars of Freight and Passage, apply to the

HEAD AGENCY,

Java-China-Japan Lijn,
ALEXANDRA BUILDINGS.

TELEPHONE No. 375.
Hongkong, May 21, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Philippine Ports)

PROPOSED SAILINGS FROM HONGKONG.

To SAIL 1904.

BATSUMA About June 9.

RICHMOND CASTLE June 24.

ST. FILANS June 30.

LOWTHER CASTLE July 31.

For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, June 6, 1904.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR YOKOHAMA AND KOBÉ, via
MOJI.

THE Steamship AUSTRALIAN,
Captain McINTOSH, will be despatched as
above on FRIDAY, the 10th inst., at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating
Plant, which ensures the supply of Fresh
Provisions, Ice, &c., throughout the voyage.
This Steamer is fitted throughout with
the Electric Light.
A fully-qualified Surgeon and Stewardess
are carried.
N.B.—To assure the additional comfort
of passengers the steamers of the company
have electric fans fitted in state-rooms.
For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, June 7, 1904.

SOUTH AFRICAN LINE OF
STEAMERS.

FOR DURBAN.

THE Steamship VICTORFIELD,
Captain MARLEY, will be despatched as
above on or about the 18th June. Cargo to
be loaded 10th to 15th June.
For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, May 21, 1904.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship ROMANDE, Capt.
O. M. MONTGOMERY, R.N.R., carrying His
Majesty's Mails, will be despatched from
this Port for BOMBAY, etc., on SATURDAY,
the 12th June, at Noon, taking Passengers
and Cargo for the above Ports.
Sift and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the mail
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed from Bombay by the R.M.S.
Egypt due to London on the 1st August.
Parcels will be received at this Office
until 4 p.m. the day before sailing.
The contents and value of all packages are
required.
For further Particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, June 1, 1904.

AUSTRIAN LLOYD'S
STEAM

NAVIGATION COMPANY.

STEAM FOR

TRIESTE and TRIESTE Direct, Calling at
SINGAPORE, PENANG, COLOMBO,
BOMBAY, ADEN, SUEZ and
PORT SAID.

(Taking cargo at through rates to the
BRASSIA, to SOUTH AFRICA, PERSIAN
GULF, RED SEA, BLACK SEA, LEBANON,
VENICE and ADRIATIC PORTS).

THE Company's Steamship
VINDOBONA,
Captain COLOTT, will be despatched as
above on WEDNESDAY, the 2nd June,
p.m.
For information as to Passage & Freight,
apply to
SANDER, WILNER & Co.,
Agents,
Princes Building,
Hongkong, May 27, 1904.

Hongkong, May 27, 1904.

Shipping.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
YUENHANG,
Captain ROUX, will be despatched as
above on FRIDAY, the 10th inst., at
4 p.m.
This Steamer has superior Accommoda-
tion for First-class Passengers, and is fitted
throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, June 6, 1904.

'BEN' LINE OF STEAMSHIPS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship BENMOHR,
Captain WASSER, will be despatched as
above on or about SATURDAY, the
11th June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, May 17, 1904.

BRITISH INDIA STEAM NAVA-
TION COMPANY, LIMITED.

FOR AMOY, STRAITS AND
RANGOON.

THE Company's Steamship
PURNIA,
Captain F. W. PACKHAM, will be despatched
as above on SUNDAY, the 13th inst., at
Daylight.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, June 6, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship
LAISANG,
Captain FANN, will be despatched as
above on TUESDAY, the 14th inst., at
Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, June 6, 1904.

STEAMSHIP SERVICE TO NEW
YORK, via SUEZ CANAL.

(With liberty to call at Philippine Ports).

THE Steamship SENECA,
will be despatched on or about WEDNES-
DAY, the 16th of June, 1904. Steamship
SOUVREILLE, on or about FRIDAY,
the 1st July, 1904.
For Freight or further information,
Apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
Hongkong, May 21, 1904.

Hongkong, May 21, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-ANTON NIGHTLY
SERVICE.

THE Commodore Steamer
PAUL BEAU,
Captain FRANKLIN, leaves Hongkong for
Canton at 9 p.m. on SUNDAYS, TUES-
DAYS and THURSDAYS, returning to
Hongkong the following days, leaving
Canton at 5 p.m., taking Passengers and
Cargo as usual.
The S.S. CHARLES HARDON,
Captain NORTON, leaves Hongkong on MON-
DAYS, WEDNESDAYS and FRIDAYS,
at the usual hour.
These two magnificent and up-to-date
Steamers are lighted with electricity.
The Saloon under European supervision.
First-class European £3.00
Second-class European £2.00
First-class Chinese £1.50
Second-class Chinese 30
Deck 30
The Company's Wharf is at the end of
QUEEN STREET, Praya West.
For further Particulars, apply to
J. LANDOLT,
Agent,
The Pharmacy, Queen's Road Central,
Hongkong, March 22, 1904.

